



243 High Street Room 026
Morgantown, WV 26505
(304) 291-9571
www.plantgether.org

Agenda

Transportation Technical Advisory Committee
243 High Street Room 026 and by WEBEX
Morgantown WV
May 6th, 2025
1:00 PM

1. Call to Order
2. Approval of Minutes
3. Recommendations from Downtown Microsimulation Study-Kimley Horn Associates
4. Preliminary Findings of Don Knotts Pedestrian Bridge Study
5. TIP Administrative Adjustments
6. Other Business
7. Meeting Adjournment



TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

March 11, 2025

This meeting was held virtually at <https://morgantownmonongaliampo.my.webex.com/meet/baustin> and in-person at 243 High St (Court House), Room 026 in downtown Morgantown.

Members Present: Bill Austin (Chair), Andrew-Gast Bray, Rickie Yeager, Brian Carr, Jason Workman (FHWA), Jeremy Evans, Michael Dougherty, Maria Smith, Latina Mayle

Others Present: Jacqueline Peate, Jing Zhang

1. Call to Order

The TTAC meeting was held virtually and in person. The phone number and web address to access the teleconference were publicized. With a quorum present, Mr. Austin called the meeting of the TTAC to order at 1:05 PM. Members and those attending introduced themselves.

2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda package. Mr. Gast-Bray moved to approve the meeting minutes; seconded by Ms. Smith. The motion to approve the minutes passed unanimously.

3. UPWP 2025-2026

Mr. Austin stated the UPWP for 2025-2026 could be found in the agenda package. The initial draft of the UPWP was presented to the MPO's committees at their January meeting. The work proposed in the draft UPWP is essentially the same as previously discussed the two primary work items for the upcoming fiscal year are the completion of the ongoing Metropolitan Transportation Plan (MTP) update and a study identifying the feasibility of the Mon Valley Greenspace Coalition's conceptual Greenbelt Plan. There have been minor changes to the amount of funding for various items since the committee's initial review in January but no significant change in the total amount of funding proposed for the MPO's operations. It is proposed that Staff get a 3% cost of living allowance increase as discussed in January.

Mr. Gast-Bray stated he noticed Valley View was included, but asked about West Run. Mr. Austin clarified it is in the MTP. Mr. Gast-Bray explained some of the potential development plans for the area and would like to connect with Brian Carr. He wants to make sure everyone can coordinate as development comes in.

Mr. Carr asked about the Greenbelt Study. Mr. Austin stated that 100% Complete Streets funding would be used to make sure the Greenbelt fell in line with Complete Streets. It will be examining the portions proposed to be on road. Mr. Carr stated to make sure the language was clear about Complete Streets funding in the UPWP. Mr. Austin will double check this and add clarifying language. Mr. Dougherty asked about staff using Complete Streets for the Greenbelt Study, and what happens if that funding goes away. There is a lot of uncertainty about federal funding now. Mr. Austin stated we will move forward as we are, and use PL funds if needed. These would require local match and an update to the UPWP.

Mr. Dougherty moved to approve the UPWP 2025-2026; seconded by Mr. Yeager. The motion passed unanimously.

4. Crash Report 2019-2023

Mr. Austin stated the draft Crash Report for 2019-2023 can be found in the agenda package. Staff stated that the purpose of this crash report is to comprehensively document regional crash trends, crash locations, and crash types in the Morgantown-Monongalia County metropolitan area. This analysis will support the development of the MPO's 2025 Metropolitan Transportation Plan (MTP) update, providing insight into areas that need improve transportation safety. The report will be shared with the public throughout the update process, and the findings will be incorporated into the recommendations for the MTP update. MPO Staff will utilize these findings and the supporting data in future projects when needed. These findings will be made available to other agencies in the area. There are many heat maps included in this report which help identify hotspots. There was new information in this data set, such as accidents under the influence and accidents in the dark. Pages 24-25 have a list of recommendations for areas that need safety improvements. We appreciate any comments you may have on the report that may help improve it. Staff requests that the Committee's recommend adoption of the crash report to the MPO Policy Board.

Mr. Yeager moved to approve the Crash Report 2019-2023; seconded by Mr. Gast-Bray.

Mr. Gast-Bray asked if this will help with funding. Mr. Austin said it will aid in this effort. Mr. Dougherty asked if there was specific data on crashes due to the lack of proper lighting on Exit 152. There is a hotspot map for dark/unlit areas, and staff will further investigate this area.

Without further discussion, the motion passed unanimously.

5. Metropolitan Transportation Plan Update Work Program

Mr. Austin stated Staff would appreciate the Committees review of the outline of work to be performed as part of the MTP update. It should be noted that a good portion of this work has already begun. There will be milestones and updates provided to the TTAC as this process moves forward. Staff will make sure MLTA is incorporated appropriately.

6. University Ave Ped Study Update

Staff noted WVDOH crash data to select this area to study, and they will be going out for pedestrian crossing data collection after Spring Break. This area is along University Avenue in Star City to identify potential safety updates.

7. Community Garden Update

Mr. Austin stated Westover had to withdraw from the Community Garden grant. Funds were secured late from WVDOH, so it resulted in them withdrawing due to a staffing issue. Scott's Run Settlement House and Chris White are still on board to begin gardens this growing year. Staff will be re-advertising for the remaining funds. There were other applications the first round, but they did not quality.

8. Other Business

Mr. Austin stated a WVU requested special consideration of a TIP amendment because delaying approval could endanger contracts for work to be done this summer. The proposed amendment will be advertised and the public comment period ends on March 31st. This amendment is being requested by West Virginia University (WVU) due to uncertainty around the awarding of a grant to fund upgrades to the PRT approved prior to January 20th. WVU is requesting that the TIP be amended to allow for regular funding to be used for the PRT upgrade.

WVU's requested amendment is shown below:

- Preventative Maintenance, Infrastructure Rehabilitation/Renovation for the Personal Rapid Transit System, FY2025, funding Source: FF22 State of Good Repair-Section 5337. Federal funding increase from \$1,209,121 to \$2,478,577.

He will be asking the Policy Board to authorize him as the Executive Director to approve the TIP Amendment if there are no negative public comments received during the Public Comment Period.

He also stated the MPO will be requesting a line of credit of \$75k due to funding uncertainties from the Policy Board. Mr. Austin also had a MAP meeting with Secretary Rumbaugh and WVDOH and it went very well. He is looking forward to working with the secretary. He asked Mr. Yeager about the Walnut Street project, and he reported it is going well.

9. Meeting Adjournment

The meeting adjourned at 1:37pm.



Memorandum

Date: May 1st, 2025

To: TTAC, CAC, and Policy Board

From: MMMPO Staff

Subject: TIP Amendment and Adjustments – May, 2025

This memorandum is to document the amendment and administrative adjustments requested to the MPO's Transportation Improvement Program (TIP) for May, 2025.

Amendment

No amendments.

Administrative Adjustment

WV DOH Highway Project

New Project

HOLLAND AVE, FFY 2025; Federal ID: NHPP0019610D; Phase: Engineering and Construction. Type of Work: RESURFACE. Federal funding \$1,800,000; total funding \$2,250,000.

I-68 - SABRATON I/C & PIERPONT I/C LIGHTING RENOVATION, FFY 2026; Federal ID: NHPP0068219D; Phase: Construction. Type of Work: LIGHTING. Federal funding \$3,200,000; total funding \$4,000,000. Location: I-68 Exit 4 Sabraton Interchange and Exit 7 Pierpont Interchange.

WVU CAMPUS CONNECTOR PATH, FFY 2026; Federal ID: TAP2021465D; Phase: Engineering. (Federal ID: TAP2022114D, Phase: Construction). Type of Work: CONST TRAIL. Federal funding \$240,000; total funding \$300,000. Location: Between WVU Evansdale Campus and Grant Ave.

UNIVERSITY AVE TRAFFIC SIGNALS, FFY 2026; Federal ID: NHPP0019596D; Phase: Construction. Type of Work: SIGNALS. Federal funding \$513,600; total funding \$642,000. Location: University Ave and Fayette St.

Funding Change

JOSEPH C BARTOLO MEMORIAL BRIDGE, FFY 2025; Federal ID: HWI0019589D; Phase: Construction. Type of Work: BRIDGE REPAIR. Federal funding \$3,800,000; total funding \$4,750,000. Location: I Morgantown-Westover Bridge. *Action: increase Federal funding from \$2,800,000 to \$3,800,000; total Funding from \$3,500,000 to \$4,750,000.*

SMITHTOWN ROAD TRAFFIC SIGNAL, FFY 2025; Federal ID: HSIP0119502D; Phase: Construction. Type of Work: INSTALL SIGNAL. Federal funding \$3,700,000; total funding \$3,700,000. Location: I Morgantown-Westover Bridge. *Action: increase Federal funding from \$1,200,000 to \$3,700,000; total Funding from \$1,200,000to \$3,700,000.*

FFY Change

VRU MORGANTOWN +1, FFY 2026; Federal ID: HSIP0705024D; Phase: Construction. Type of Work: SAFETY IMPROVEMENT. Federal funding \$ \$90,000; total funding \$100,000. Location: W 705 from Mon Blvd to Applebee Intersection. *Action: Move FFY from 2025 to 2026*

Downtown Morgantown Traffic Study: Executive Summary

INTRODUCTION

The **Downtown Morgantown Traffic Study** was commissioned to identify improvements to the transportation network in Downtown Morgantown, West Virginia. This initiative was included in the MPO's Metropolitan Transportation Plan as a Tier One project. The purpose of the Study was to address current and future mobility challenges, enhance multimodal safety, and support economic development. Issues addressed in the study included the congestion created at the pedestrian crossing of University Avenue at the Mountainlair known as "Grumbein's Island" and future redevelopment of an area in the vicinity of Richwood Avenue and Willey Street.

Emphasis was placed on data-driven decisions and incorporating public input and local stakeholder recommendations. Kimley-Horn performed a comprehensive microsimulation of downtown traffic, focusing on motorized and non-motorized traffic operations, safety, community input, and constructability to identify improvements that achieved the following goals:

- Improved vehicular traffic flow throughout downtown
- Enhanced safety and accessibility for all users, including pedestrians and bicyclists
- Support access to downtown businesses and planned development areas

STAKEHOLDER ENGAGEMENT & STUDY OVERSIGHT

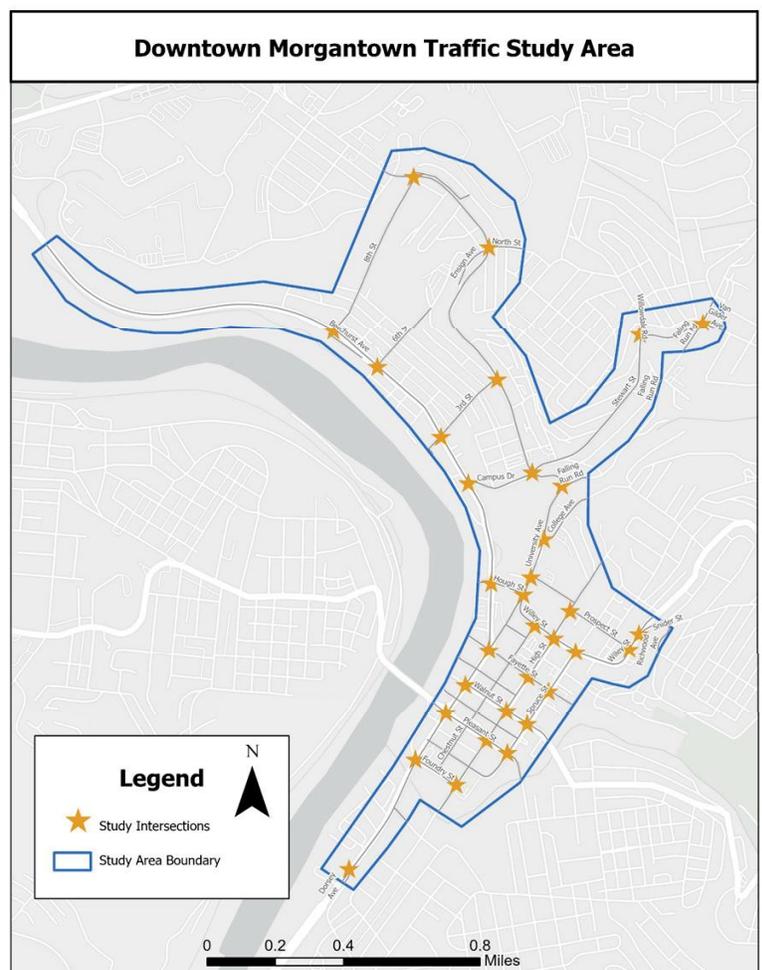
One defining element of this project was continuous collaboration with a steering committee of representatives from the public and local stakeholders, including West Virginia University, the City of Morgantown, and the Morgantown Area Partnership. Six steering committee meetings were held, shaping the study's direction and ensuring decisions reflected community priorities. Contributions included defining performance metrics, assessing the feasibility of initial concepts, guiding the selection of alternatives, and participating in the alternative selection and recommendation process. This structure ensured that the recommended improvements align with community needs, interests, and specific considerations.

STUDY AREA, DATA COLLECTION AND PUBLIC ENGAGEMENT

The study included analysis of 34 intersections: 16 signalized, 18 unsignalized, and 11 pedestrian crossing locations. Turning Movement Counts (TMCs) were collected in October 2023 and supplemented by StreetLight origin-destination (OD) datasets to determine OD patterns in the study area. This approach identified the most heavily traveled routes, revealing key corridors and dominant commuting patterns. Crash data was also analyzed to determine the frequency and severity of crashes in the study area. The figure to the right is a map of the study area.

A community survey was also conducted between May 29 and June 19, 2024, yielding responses from 70 residents. Comments were categorized into congestion concerns, multimodal issues, and general safety concerns.

This input provided valuable context to the technical analysis and was considered during all stages of scenario development.



MICROSIMULATION METHODOLOGY

The microsimulation modeling was conducted using TransModeler simulation software to model both existing (2023) and future (2050) conditions (No-Build and Build scenarios) during:

- Midday peak hour (12:15–1:15 PM)
- PM peak hour (4:30–5:30 PM)

All study area intersections were evaluated based on average vehicle delay and corresponding Levels of Service (LOS).

DEVELOPMENT AND SCREENING OF ALTERNATIVES

The study team evaluated multiple alternatives for technical feasibility, operational benefits, and cost considerations. Concepts were either carried forward for modeling or screened out based on consensus from the study team and the steering committee. Final model scenarios included:

Modeled Scenarios:

- Alternative 1 – Signal timing and multimodal improvements, including:
 - » Signal timing optimization and corridor coordination along study intersections and corridors;
 - » Improved bicycle and pedestrian access:
 - New crosswalks in Downtown and along Beechurst Avenue
 - Lead pedestrian intervals (LPIs) and pedestrian recalls at Downtown signals
 - RTOR (Right Turn on Red) restrictions at key intersections
 - » Proposed Monongahela Boulevard Road Diet
- Alternative 2 – Grumbein’s Island closure, including:
 - » Closure of University Avenue to vehicular traffic between Beechurst Avenue and College Avenue, along with other vehicle access points to Grumbein’s Island.
 - » Realignment of portions of Willey Street with a new connection to Beechurst Avenue.
- Alternative 3 – One-way to Two-way Street conversions on High Street, Spruce Street, Pleasant Street, and Walnut Street
- Alternatives 4A/4B – Willey Street Improvements
 - » Alternative 4A (Interim Alternative): Realignment of Richwood Avenue and Wiley Street Improvements
 - » Alternative 4B (Final Alternative): Realignment of US 119 to Snider Street and Conversion of Wiley Street to a Local Connection
- Alternative 5 – Intersection improvements and Beechurst corridor improvements from Campus Drive to 8th Street
 - » Converting Beechurst/8th, Stewart/ VanGilder/ Protzman to roundabouts
 - » Intersection Improvements at University/Pleasant
 - » Converting Beechurst to an Reduced Conflict Intersection (RCI) corridor where minor street left-turn movements are redirected to adjacent intersections as U-turns.
- Alternative 6 – Combined Grumbein’s Island (Alt 2), Willey Street (Alt 4B) and one-way conversions (Alt 3)
- Alternative 7 – Combined Grumbein’s Island (Alt 2), Willey Street (Alt 4B), Intersection Improvements (Alt 5), and Signal Optimization (Alt 1).

SCENARIO EVALUATION PROCESS

Scenarios were evaluated on a three-tier process:

1. Intersection Operation Comparison to 2050 No-Build Conditions – Intersection performance was evaluated based on potential improvement or degradation of intersection operations, as indicated by Levels of Service (LOS). This comparison also highlighted intersections where operations improved from an unacceptable LOS in No-Build to an acceptable LOS in the Build alternative, and vice versa.
2. Scorecard – Each scenario was evaluated using a structured scoring system, assigning numerical ratings (1–5) based on expected performance across key performance domains including intersection traffic operations, downtown network traffic delay, bike and pedestrian mobility/safety, and vehicular safety.
3. Qualitative Considerations – Additional factors were qualitatively considered and assigned a general favorability rating. Factors included anticipated public support, constructability, right-of-way impacts, impact to business and development, and cost-effectiveness.

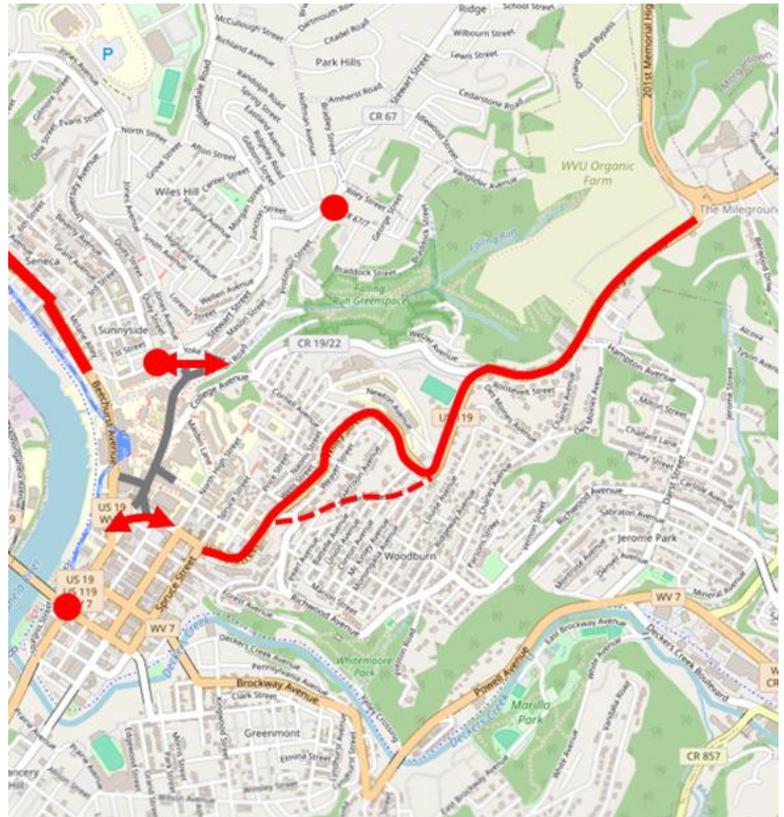
KEY RECOMMENDATIONS

Based on simulation results, stakeholder input, and the results of the evaluation process, the study team and steering committee recommended 2050 Build Alternative 7. Alternative 7 combined the most effective elements of individual scenarios into a comprehensive improvement strategy:

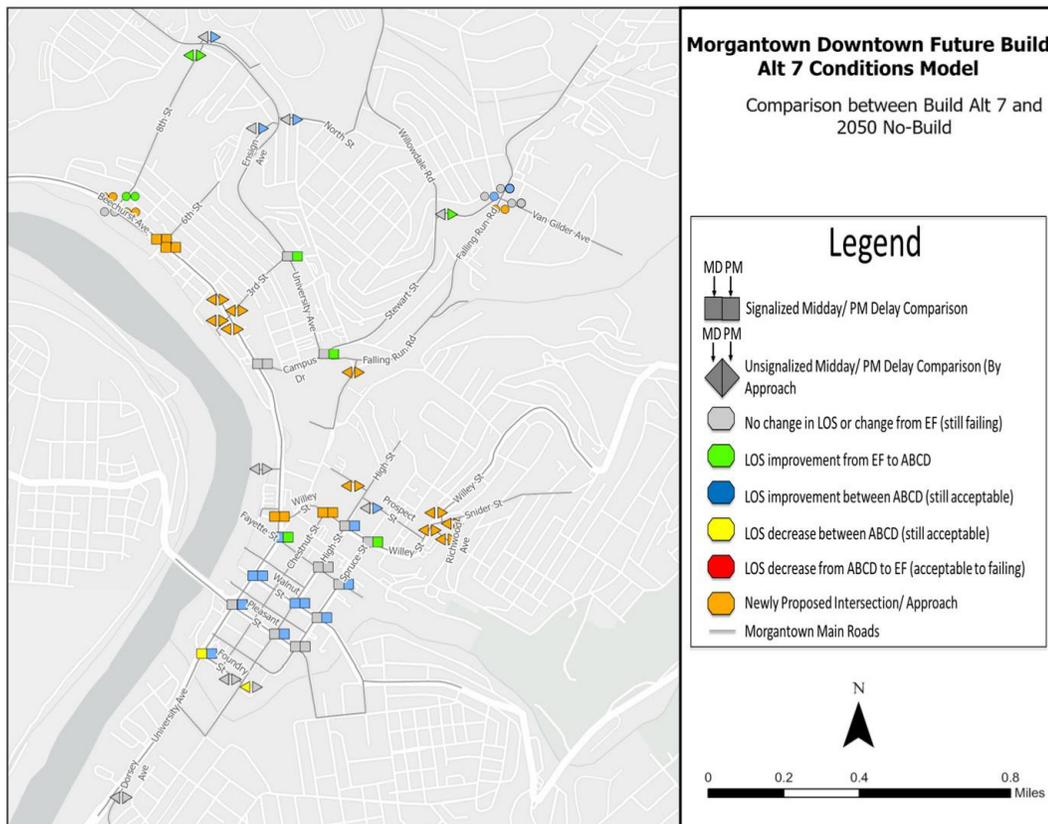
- Signal Optimization and Multimodal Improvements (Alternative 1)
- Grumbein’s Island closure (Alternative 2)
- Realignment of US 119 to Snider Street (Alternative 4B)
- Intersection and Beechurst Avenue corridor Improvements (Alternative 5)

As the projects within Alternative 7 progress into the design process, further design studies will be needed to finalize the needed intersection improvements at Beechurst/8th, Stewart/VanGilder/ Protzman and University/Pleasant. Additionally, as the signal upgrades are designed and constructed, the upgrades should incorporate community needs and special events (e.g., sports games, graduations, move-in periods)

The projects included in Alternative 7 are shown to the right:



The LOS comparison of 2050 Build Alternative 7 against the 2050 No-Build Scenario is shown below:



A summary of the evaluation of the 2050 Build Alternative 7 is presented below:

| Category | Score (1-5) | Notes |
|--|-------------|--|
|  Traffic Operations (Individual Intersections) | ●●●●● | The number of intersections with an acceptable level of service is anticipated to greatly increase (10.2%). |
|  Traffic Operations (Downtown Network) | ●●●●● | The total delay per vehicle mile traveled is anticipated to greatly decrease (-23.6%). |
|  Bike & Pedestrian Mobility | ●●●●● | Due to the combination of bike and pedestrian mobility improvements associated with the closure of Grumbein’s Island, the Snider Street Conversion, and intersection improvements, this scenario provides for significant improvements in bike and pedestrian mobility. |
|  Bike & Pedestrian Safety | ●●●●● | Due to the combination of bike and pedestrian safety improvements associated with the closure of Grumbein’s Island, the Snider Street Conversion, and the intersection improvements, this scenario provides for significant improvement in bike and pedestrian safety. |
|  Vehicular Safety | ●●●●● | The reduction of the conflict points and severity of potential crashes with the intersection improvements plus the elimination of the vehicle-pedestrian conflict at Grumbein’s Island combined with the reconfiguration of the misaligned intersection at Willey Street and Richwood Avenue provide for a potential notable increase in vehicle safety. |

Total Score 25/25

CONCLUSION AND NEXT STEPS

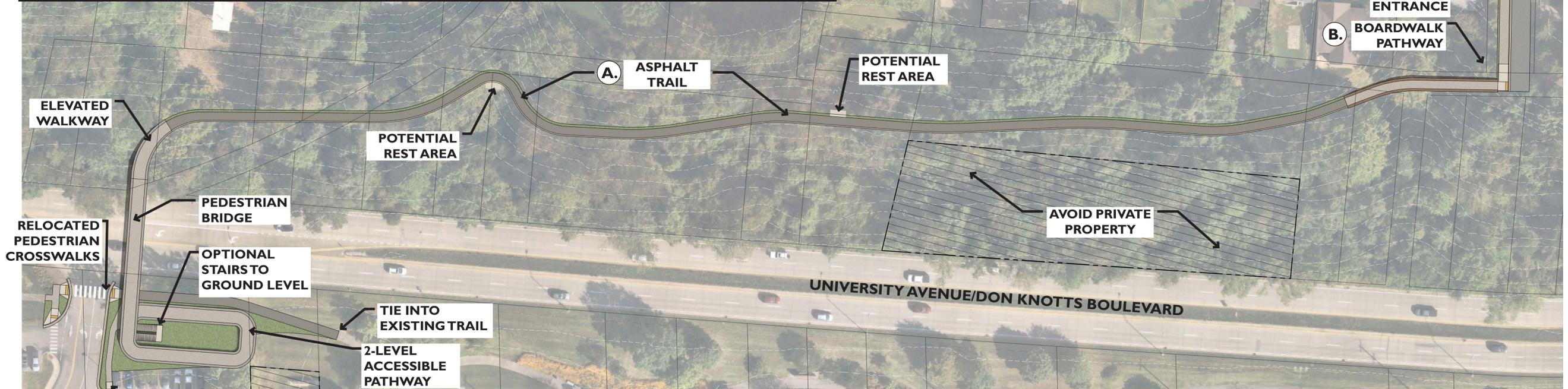
The recommended Alternative 7 is designed to improve vehicular traffic flow throughout downtown, enhance safety and accessibility for all users—including pedestrians, bicyclists, and transit riders—and support access to downtown businesses and areas planned for redevelopment. The next steps should include:

- Inclusion of Alternative 7 projects in the MPO’s long-range transportation plan.
- Coordination with city and state agencies for project development and funding.

Planning level costs for the individual pieces of Alternate 7 are shown in the table below:

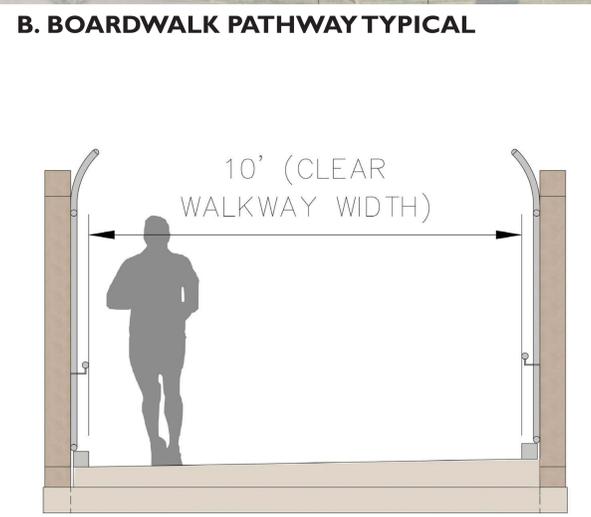
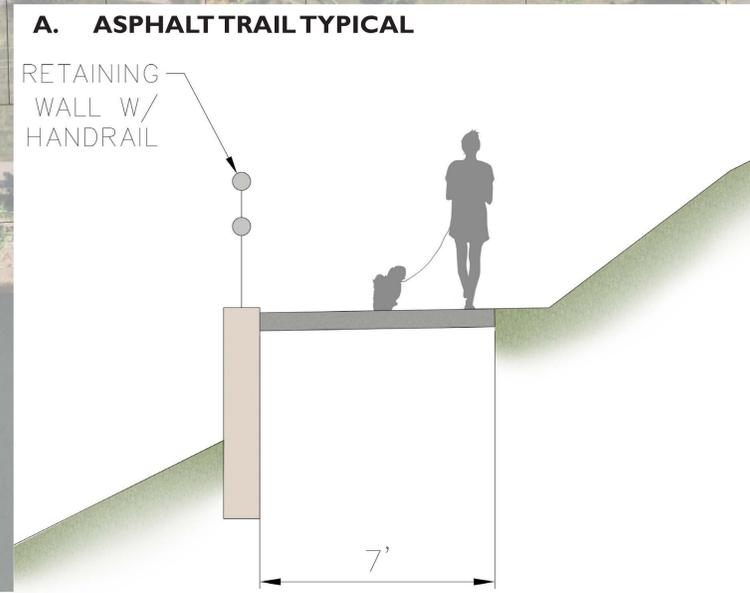
| Alternative | Planning Level Cost |
|--|---------------------|
| Alt 1-Signal Timing and Multimodal Improvements | \$1M—\$5M |
| Alt 2-Grumbein’s Island Closure | \$6M—\$12M |
| Alt 4B-Realignment of US 119 to Snider Street | \$10M—\$20M |
| Alt 5-Intersection/Beechurst Corridor Improvements | \$12M—\$24M |

It is envisioned that the 2050 Build Alternative 7 can be phased in, allowing the WVDOH, the City of Morgantown and the MPO to pursue stand-alone projects that build toward the full vision over time. This approach provides flexibility for funding and coordination with other area priorities.



LEGEND

| | |
|--|-------------------------|
| | BRIDGE/ELEVATED WALKWAY |
| | ASPHALT TRAIL |
| | BOARDWALK PATHWAY |
| | SIDE PATH |



DON KNOTTS BOULEVARD PEDESTRIAN BRIDGE
MORGANTOWN, WEST VIRGINIA

PEDESTRIAN BRIDGE DRAFT CONCEPT
April 3, 2025

Kimley Horn